

# ROAR

Magazine of the Peugeot Association of Canberra



September 2008

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ON THE COVER

A small selection of the cars that attended the aircraft show at Temora last month.

Photo: Colin Handley

RoAR is the official journal of the Peugeot Association of Canberra Inc. (PAC)

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The Peugeot Association of Canberra is now on the Internet. The PAC home page contains articles and information from RoAR. Our Internet address is:

<http://www.peugeotcanberra.com.au>

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**G**reetings all,

With the price of fuel spiraling ever upward, fuel efficiency has become a major factor for many people in choosing which car to buy. Fortunately, with the strength of the Australian dollar compared to overseas currencies, we have been cushioned somewhat from the recent increase in global oil price. However, while global oil prices have eased in the past month or two, the Aussie dollar has weakened, so don't expect any significant decrease in fuel price at the bowser.

Having decided to retire my 1985 505 GTi executive from daily use (though it's only done 365,000 km) I was in the market for a replacement. Furthermore, since our 2001 306 HDi has proved both reliable and fuel efficient, a diesel replacement seemed very attractive. [Actually, the 505 is not being fully retired, simply passed on

to my youngest son, Geoff, who is studying at UNSW in Sydney.]

With a 307 Touring runout sale occurring at an opportune time, I test-drove a 1.6 litre 5 speed manual and a 2 litre 6 speed manual. I much preferred the 2 litre version, and with a stated fuel consumption (combined city/highway cycle) of 5.6 l/100 km it was pleasingly fuel efficient (compared with an even more miserly 5.0 l/100 km for the 1.6). I like the look of the series two 307 Touring wagons, and with added goodies that Peugeot was offering in the runout sale (rear parking sensors, metallic paint, CD stacker and alloys as I recall) this was a strong contender.

As it happened, the same weekend I also test-drove a 2005 407 HDi 4 speed auto with a stated fuel consumption of 6.7 l/100 km (combined cycle). After driving the 407 I realized two things: First, I actually prefer driving an automatic (especially in city traffic), which is probably not surprising after a lazy eight years of driving my 505 auto, and second, I found the 407 a more comfortable and better handling car than the 307's. In particular, I think that Sue and I will enjoy the 407 as a touring car for our longer trips.

Compared to equivalent petrol-engined models, the 307 and 407 diesels are anywhere between 20 and 40% more fuel efficient, with similarly lower CO<sub>2</sub> emissions. On the down-side, diesel fuel is up to 20% more expensive than standard unleaded petrol in Canberra some weeks. So, at present, the saving on fuel costs is not all that significant.

Thus far (only one month), the driving experience has been pleasurable in the 407, though it will take some time to discover all the hidden mysteries of the control panel and multifunction displays. The only minor complaint is that I find it tricky to park and manoeuvre in tight spaces, the front



extremities being obscured by the sloping bonnet. However, I fully expect to get used to this with further practice.

At this month's club meeting on Tuesday 23rd September we are trying something a bit different – dinner in the restaurant of the Canberra Services Club, starting at 7 pm. The restaurant offers good honest club food (fish & chips, steaks, spaghetti bolognese etc) at very reasonable prices, some as low as \$10, so why not join us for a drink and a feed before we ease into a shortened club meeting at the usual time of 8 pm. To assist with club catering, please contact me by Sunday 21st to confirm attendance at dinner (ph. 6299 9757 after hours or 0427 662 112, or email to [brad.pillans@anu.edu.au](mailto:brad.pillans@anu.edu.au)).

Keep on Pugging,

Brad Pillans



# TEMORA AIR SHOW



Photo: Colin Handley

# PUGS AT BIRDSVILLE - 3 TRACKS TRIP



Photo: Colin Handley



# 2008 COMMITTEE

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# CLUB EVENTS 2008-9

**23 September** Club meeting, Canberra Services Club, Manuka. Join PAC members for dinner in the restaurant from 7 p.m., with the meeting to follow at 8 p.m.

**27-28 September** French car drive to Wakefield Park Historic Race Meeting. Make your own arrangements.  
[www.historicracing.com.au/calendar.htm](http://www.historicracing.com.au/calendar.htm)

**28 September - 6 October**

Tassie Trip. Still some places available. If you are interested please contact Hank Verwoert on [verwoert@netspace.net.au](mailto:verwoert@netspace.net.au) - ph 03 9783 2718.

**12 October** PAC Southern Highlands Regional Chapter Economy Run. Email: [rjturner@optusnet.com.au](mailto:rjturner@optusnet.com.au)  
Phone: 4861 4154, Mobile: 0404 463 489

**26 October** French Car Drive to Hall. Visit Gooromon Park Homestead café and a local winery. Meet at 1.30pm at Gooromon Park Homestead.

**28 October** PAC Annual General Meeting. Canberra Services Club, Manuka, 8.00pm.

**7 December** 6pm PAC Christmas BBQ at a lakeside venue to be announced.

**July 26 - September 6 2009** L'aventure Peugeot 2009 Another lap of Australia. Different itinerary to L'aventure 2007 July 26th 2009 to September 6th 2009 Contact Hank Verwoert to receive the event information and itinerary as well as future updates. [verwoert@netspace.net.au](mailto:verwoert@netspace.net.au) - ph 03 9783 2718.



Photo: Colin Handley

# CLASSIFIEDS

## FOR SALE

### 406 Coupé (\$18,000 ono)

1999 Peugeot 406 D8 3.0 V6 Coupe finished in Cosmos Grey with red leather interior.

Specification includes: 5 speed manual, 17 inch alloy wheels, auto climate control, dual airbags, JVC DVD MP3 player retractable 7" touch screen with 8 speakers, engine immobiliser, fog lights, heated front seats, auto dim rear mirror, central locking remote control, cruise control, metallic paint, power mirrors, power steering and power windows. The car is also fitted with a factory Trip computer, which is unavailable in Australia until the later D9 Model.

A Peugeot enthusiast has owned this car, and as such the car is in excellent condition. A Unichip, K&N induction and Koni struts on the Front, enhances the cars performance and more importantly improves fuel economy. The average around town is 10.1 ltrs/100kms and on a trip to Sydney you will return 6.8 ltrs/100kms. Other enhancements to the car include Rear-parking sensors, centre console armrest and non-smokers storage kit replacing the ashtray.

Meticulously maintained by Alpine Motors in Canberra.

The major service has just been performed (25/07/08) with the front pads also

being replaced.

Genuine reason for sale. If you have any further questions, or would like to view the car, please don't hesitate to call Ky on 0412117971





## FOR SALE

### 605 (see photo at right)

605 sedan with electric heated leather seats, electric windows, cruise control, climate control (needs re-gasing and new fan), trip computer, V6 motor, remote central locking, tow bar. It has a minor dent on the front passenger fender and mirror. 242,000km on the clock with a rebuild on the motor done 3,000kms ago. A lot of money has been spent in the past four years on maintenance. It does need some TLC to get it back to showroom condition. Lovely car to drive. Reluctant sale. Needs to go. Located in Wagga Wagga. NSW Rego DC-735 expires 4 August 2008. VIN: VF36BUFZ491007070 \$3,500 ono. James Ashley 0427 261 109 or email [james.j.ashley@gmail.com](mailto:james.j.ashley@gmail.com)

### 406

1998, 2 litre manual 128,000 km dark green. This car is absolutely immaculate. I have been the only owner and it has been maintained by Alpine Motors all its life. Log book available. It has 9 months registration to run. Price \$6,700 negotiable. Peter McGhie 6281 4032.



## Peugeots at the 2008 Temora Air Show

Last month saw another of the regular aircraft shows held at Temora, on the road to Griffith, about 200km west of Canberra. This time, as well as the aircraft, was a small selection of Peugeots, most from the NSW PCC, but a few from the PAC. Thirty people with Peugeots attended in a range of old and new Pugs.

There was a fantastic display of planes and Pugs, presented very professionally. It was possible to get up close and personal with the planes, although to park next to them we needed special permission, and we had to push them the last few metres.

As well as the familiar French fare,



there were 5 Bristol cars in the carpark. The 401 and 403 are truly lovely machines. If you have ever driven one you would agree they have earned the '0' in their model numbers.

Peugeot club members had a very pleasant dinner at the bowling club, as the heavens opened to soak the farmers' crops. No one complained about the rain, not even those camping at the airfield.

The aircraft that flew on the day were: Tiger moth, Ryan, Wirraway, Boomerang, Lockheed 12 Hudson Patrol bomber, Canberra bomber, Vampire, Meteor, Huey chopper and a Dragonfly.

Several of these planes are the only flying examples in the world, and were not demonstrated to their limit, to limit stress in the airframes and preserve them for posterity.

The plane with the mouth on the cover photograph is a Spitfire owned by Lowey the younger.

Story and photos  
Colin Handley





## Pugs in the Desert - The 3 Tracks Trip 2008

Just last month an intrepid band of Peugeot aficionados ventured into the interior with nothing but their wits and superior French engineering to protect them from the elements. The 3 Tracks Trip took in the Birdsville, Oodnadatta and Strzelecki Tracks - routes normally reserved for Land Cruisers towing caravans, piloted by grey nomads.



A total of 16 cars took part. These included 203s, 403s, 404s, 504s and 505s. Most were driven by local identities from the Peugeot Car Clubs of Victoria and New South Wales and a select few from PAC. Some came from further afield, including Alastair and Myra Inglis from the UK who flew out to drive a 203 borrowed from Chris Hall.

PAC Club members Neville Summerill from Bombala and Colin Handley drove a 505 they bought for \$100. The only thing that broke was the boot latch. A money back guarantee claim is being considered.



The journey led us through western NSW via Pooncarie on the Darling River to Milparinka and Tibooburra, then on to Camerons Corner,



past Bollards Lagoon and Moomba and onto the Strzelecki Track. We bumped our way up to Innamincka, and camped on the banks of Cooper Creek. After a good night's sleep we trekked northwards past Cordillo Downs Station, with its heritage listed woolshed with the vaulted barrel roof dating from 1885, and into Birdsville. We lurched and bumped our way over Big Red, the car-eating dune to the west





of Birdsville, then again turned south to follow the Birdsville Track via Mungerannie to Marree, where the 203 wagon wreck, shown



on the cover of the December 2001 edition of RoaR, still rusts. Recent rain encouraged a route change to Andamooka and Roxby Downs via the Oodnadatta Track and Borefield Road. It was then along to Woomera

before heading up the Stuart Highway to Coober Pedy. Then off to Mt Dare station in Witjira



National Park and Dalhousie Springs, before heading back down the Oodnadatta Track to Oodnadatta with its Pink Roadhouse.



All cars acquitted themselves well, mixing it with the mainly 4WD traffic on the corrugated outback tracks.

The CB scanner revealed some interesting comments from 4WD owners!! Like "What are they doing here on our roads"!!

We had a great time camping under the desert skies, had a swim at Dalhousie Springs, inspected many ruined pastoral ventures in the harsh environment, suffered horrible corrugations and dodged lots of large rocks on the tracks.

The Broken Hill Social Club turned on a great wind up meal.

Thanks to Hank and Jo for organising a great event.

Story and photos Colin Handley



## Audi wins everything... add European Le Mans Series to the list (We wuz robbed!)

16 September 2008

If Audi was a greater beneficiary of the “win on Sunday, sell on Monday” adage, they would have trounced Mercedes and BMW in sales long ago. The house of the four rings took the 24 Hours of Le Mans, then they claimed the American Le Mans Series (ALMS), and now Audi extends its arms once again to grab the European Le Mans Series championship (LMS) trophy.

In fact, by finishing first and fourth at Silverstone with two Audi R10s, Audi takes the driver’s title (Alex Prémat and Mike Rockenfeller), the manufacturer’s title, and the team title. It’s only real competition was Peugeot, which walks away empty handed even though it won four of the five LMS races, had two cars on the podium at the 24 Hours of Le Mans, and had pole position for every race. Next year’s battle for Franco-German supremacy should be even better.

Courtesy Autoblog

## Audi wins Le Mans Series

16 September 2008

Ingolstadt/Silverstone – After the triumph at the 24 Hours of Le Mans and the early

title win in the American Le Mans Series, AUDI AG performed another feat with the Audi R10 TDI diesel sportscar: At the 1000-kilometre race at Silverstone (Great Britain), Audi Sport Team Joest – clinching victory as well as fourth place – secured also the champion’s title in the European Le Mans Series (LMS).

In front of a record turnout of 53,000 spectators (throughout the weekend) Dindo Capello (Italy) and Allan McNish (Scotland) at the season’s finalé scored the first victory of the Audi R10 TDI, which is powered by over 650 hp, in the Le Mans Series. For Alexandre Prémat (France) and Mike Rockenfeller (Germany) a fourth place at Silverstone was sufficient to win the drivers’ title in the LM P1 class. The LMS manufacturers’ and team titles went to Audi as well.

From the outset, the two Audi R10 TDI cars of Audi Sport Team Joest were able to keep the pace of the two Peugeot 908s in the race and put

the French diesel sportscars under massive pressure. As a result, Peugeot driver Nicolas Minassian in a duel with Allan McNish spun as early as in the first turn and later retired due to an accident.

After the premature end of the race for their only remaining rivals in the fight for the drivers’ title, Alexandre Prémat and Mike Rockenfeller would have merely needed a sixth-place finish to win the title. The two



youngsters were leading the race most of the time, did not take any unnecessary risks and were heading for the title win when they were forced to make an unscheduled pit stop 20 minutes before race end due to a defect on the right rear suspension. Thanks to a quick repair the car bearing number 2 in the race lost only four laps.

A slight contact and a stop-and-go penalty due to overtaking under a yellow flag caused some additional drama on the final laps. In the end, Prémât/Rockenfeller crossed the finish line in fourth place, though, and thus secured the champion's title.

Another nerve-racking experience was the victory drive of Dindo Capello and Allan McNish. Due to a quicker pit stop Audi Sport Team Joest in the second hour of the race managed moving their R10 TDI past the previously leading Peugeot. When Peugeot driver Stéphane Sarrazin after a safety car period tried overtaking Capello on the outside in turn 1, he turned in too early and collided with the Audi. Capello together with Sarrazin spun off the track, losing three laps in the gravel trap and due to a cut tyre.

From 17th place, Capello and McNish managed to make up ground again with consistently fast lap times, a good strategy and perfect pit stops to take the lead again 20 minutes before race end. This locked in the first victory of the Audi R10 TDI in the LMS as well as Audi's title win in the manufacturers' classification.

Ralf Jüttner (Technical Director Audi Sport Team Joest): "That was a strange and

difficult race. Previous races already showed that Peugeot tends to make mistakes when they're under pressure. In my opinion, the Peugeot drivers clearly made mistakes here. Perhaps they got a little nervous because they didn't manage to drive away from us. After number 7 was out of the race, Alex (Prémât) and 'Rocky' were able to drive very cautiously. Fortunately, we managed to eliminate the technical problem quickly. In the end, they only missed third place by a few seconds. But that doesn't matter: they're the champions and Allan (McNish) and Dindo (Capello) have won the race. The two pushed like hell and deserve this win. A fantastic result for Audi!"

#### The results at Silverstone

- 1 Capello/McNish (Audi R10 TDI) 195 laps in 5h 40m24.862s
- 2 Mücke/Charouz (Lola-Aston-Martin) - 2 laps
- 3 Dumas/Boullion (Pescarolo-Judd) - 4 laps
- 4 Prémât/Rockenfeller (Audi R10 TDI) - 4 laps
- 5 van Merksteijn/Verstappen (Porsche) - 4 laps
- 6 Campbell-Walter/Hall (Creation-Aim) - 4 laps
- 7 Primat/Tinseau (Pescarolo-Judd) - 5 laps
- 8 Ortelli/Ayari (Courage-Oreca-Judd) - 6 laps
- 9 Lienhard/Theys/Lammers (Porsche) - 8 laps
- 10 Amaral/Pla (Lola-AER) - 10 laps

Courtesy Audi Press Release

## Le Mans organizers target diesels with new rules

17 September 2008

Diesel power has emerged as the dominating fuel in Le Mans series endurance racing, with Audi and Peugeot competing neck-and-neck for top honors. But that's about to change, if the Automobile Club de l'Ouest (ACO) has anything to say about it. ACO, the body that organizes the 24 Hours of Le Mans and the LMS championships in Europe and North America, has announced new rules aimed at reducing the performance of the diesel racers to level the playing field with the gasoline-fueled competitors.

The new regulations would include air restrictors reduced in diameter by 10% and a decrease in allowable turbo boost on the oil-burners. The move is also aimed at impeding laps times in the name of safety, with a 3 minute 30 second La Sarthe lap time as the target, where the Peugeot 908s lapped the circuit in the low 3:08s this year.

Additional rule-book amendments include the banning of tire warmers, a reduction in the permissible size of rear wings and the allowance of only one wheel gun for each pit crew, all in an effort to reduce costs and raise lap times.

Courtesy Autoblog



## Further evidence Peugeot should have left styling to the Italians

16 September 2008

Peugeot's new, Paris-bound hybrid concept car is called the Prologue, and based on how Peugeot describes it in the press release that accompanied these three photos, it shows us where the French automaker is headed stylistically and technologically. The Prologue is a perfectly normal-looking 5-door hatchback with a new, less-horrific take on the gaping-maw look with which the Peugeot range has been saddled in recent years. Now it just looks angry, instead of like a boxer about to spit out his mouth guard. The Prologue's hybrid powertrain is apparently good for 200 horsepower and emits 109 g/km of CO<sub>2</sub> per kilometer. We'll have the final word on the Prologue -- an epilogue, so to speak -- from the Paris Motor Show next month.

Courtesy Autoblog



### Press release: “Prologue...” by Peugeot

Derived from the fusion of different worlds, the “Prologue...” concept car lifts a corner of the veil on a new type of vehicle.

Anticipating future trends, the “Prologue...” is an innovative combination of ideas at a number of different levels: its

architecture, its style, its interior ambience, its modularity, its original high-tech equipment and also its new generation hybrid technology.

In fact, thanks to this technology, this 200 bhp car offers unexpected levels of performance combined with significantly reduced CO<sub>2</sub> emissions: 109 g/km in the combined cycle, or zero in electric only mode!

## Peugeot 908 HY to close Le Mans Series in hybrid style

A new generation hybrid

At the finale of the European Le Mans Series at Silverstone, Peugeot is rolling out the 908 HY, a hybrid version of the 908 HDi FAP that made the LMP1 battle at this year's 24 Hours of Le Mans a very interesting affair. The 908 HY might well be what we see at Circuit de la Sarthe next June if the ACO regs for 2009 allow it.

Under that silver livery set off by blue lightning bolts, the 908 HY incorporates a KERS; a 60kW electric motor/generator; ten lithium ion battery packs split into two locations; and a power converter that manages the energy transfer between said battery packs and the electric motor. In addition to light-duty, EV-only operation, the 908 HY can run its diesel V12 solo or it can combine the two --- the electric motor's power can be summoned to provide added boost, either on demand or automatically. According to Peugeot, the electric motor supplies 80 more horsepower for

20 seconds or so. Oh, and lest we forget, the hybrid system also saves fuel without diminishing the 908's already impressive performance capabilities.

The Peugeots at Le Mans this summer were fast, but when the checkered flag waved, it was Audi atop the podium once again. The French automaker desperately wants to win Le Mans and knock its German rival off the top step, and this evolu-

tion of the 908 HDi FAP might well be the car to do it -- if the rules let it in, and if it can hold up for the duration of the race. Here's hoping the 908 HY makes the cut in the eyes of the ACO, because watching Peugeot go for the brass ring should provide plenty of excitement for motor-sport aficionados.

Courtesy Autoblog





## PRESS RELEASE: THE PEUGEOT 908 HDi FAP HYBRID

Peugeot Sport presented a 908 HDi FAP equipped with a hybrid power plant at the final round of the 2008 Le Mans Series at Silverstone, this weekend.

Peugeot Sport profited from the final round of the 2008 Le Mans Series at Silverstone to unveil a 908 HDi FAP equipped with a hybrid power plant, featuring a kinetic energy recovery system. The 908HY was presented in a new, specific silver-grey livery and will provide a foretaste of what Peugeot's next endurance racing challenger could resemble, although its use will depend on the regulations that will govern LMP 1 cars from 2009.

The 908 HDi FAP's "HY" technology enables a proportion of the kinetic energy produced under braking to be either recovered or stored. In the case of a non-hybrid car, this energy is lost and simply dissipated in the form of heat via the brakes. However, when harnessed, it enables the vehicle's efficiency to be improved in one of two ways:

\* Enhanced performance with no

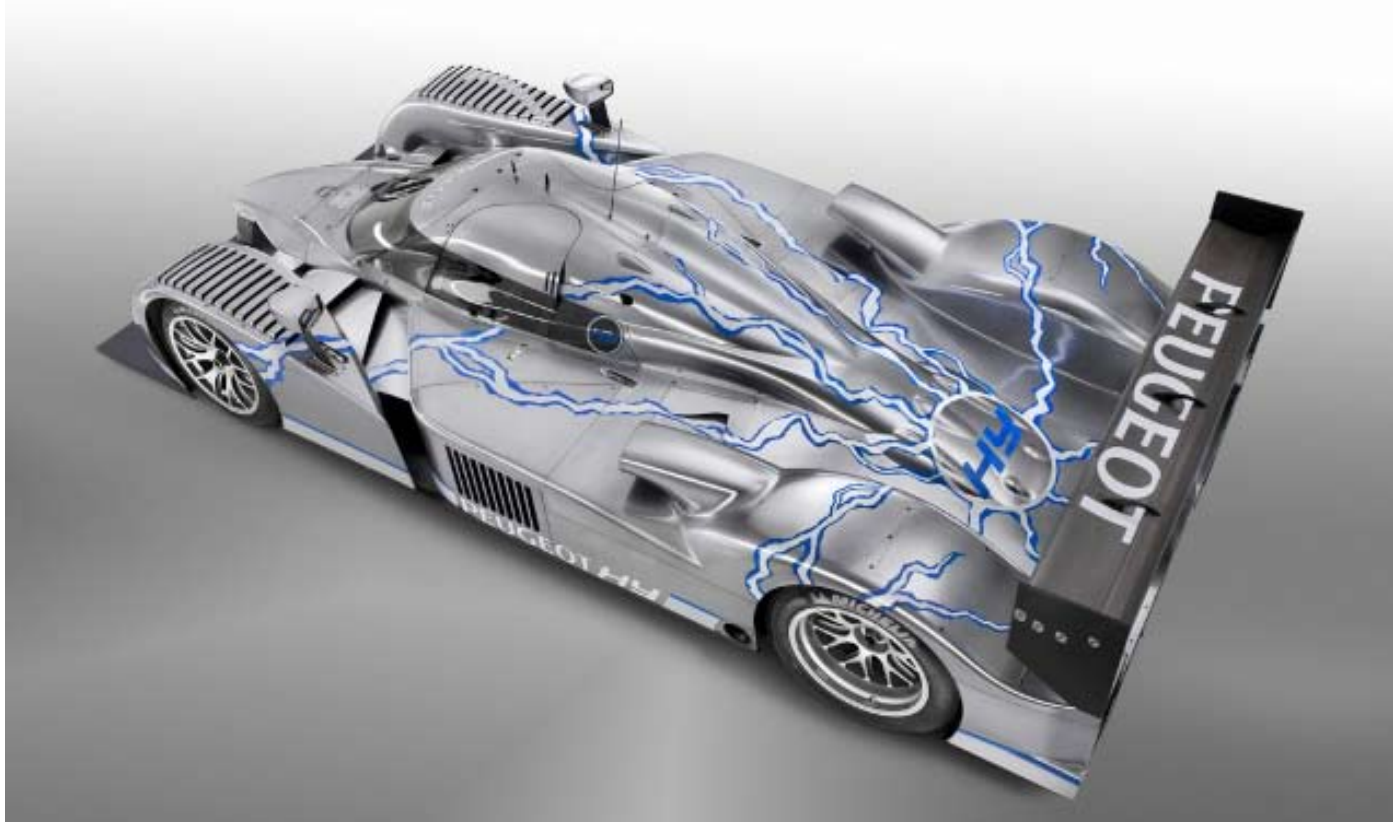
increase in the amount of energy consumed, thanks to the combination of the stored mechanical energy and the energy produced by the internal combustion engine

\* Reduced fuel consumption for the same level of performance, thanks to the availability of stored mechanical energy

The system featured on this demonstrator comprises three key elements:

1) A 60 kW gear-driven electric motor-generator which takes the place of the conventional starter motor

2) Batteries which permit recovered energy to be stored in 600 lithium-ion cells divided into 10 battery packs (six in the cockpit instead of the conventional battery and four on the left-hand side of the floor pan)

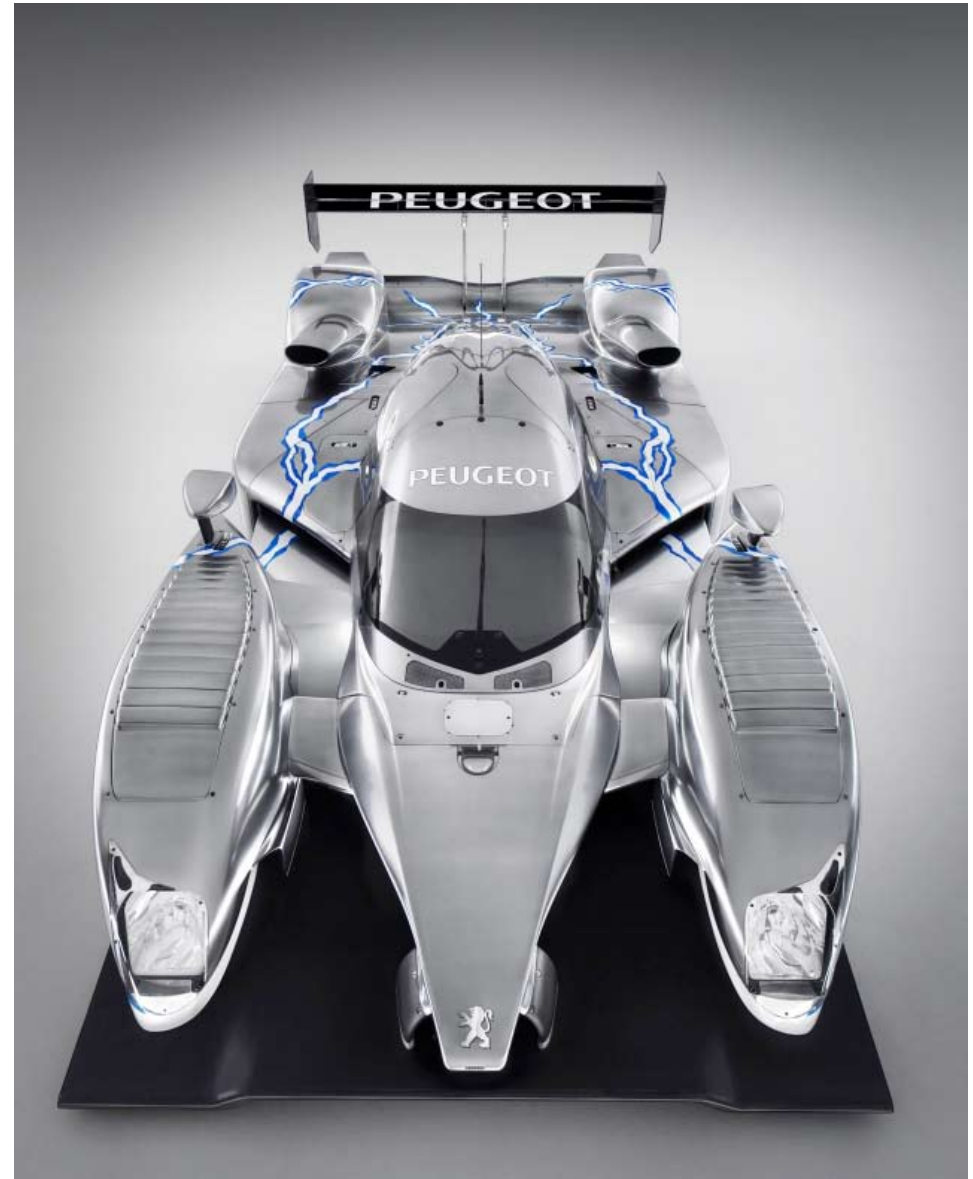


3) An electronic power converter (located in the rear part of the front left wing) which controls the flow of energy between the batteries and the motor-generator

The 908HY can be powered in one of three ways:

- \* Electric mode only (e.g. in the pit-lane)
- \* Internal combustion engine only
- \* A combination of the two
- \* In the course of a lap of Le Mans, for example, the system will recuperate energy for between 20 and 30 seconds. This energy reserve can be used for:
  - \* Either delivering extra power thanks to an additional boost of 60 kW (80 bhp) for approximately 20 seconds per lap, either automatically when re-accelerating or when the driver chooses to make use of it ('push to pass')
  - \* Or to reduce fuel consumption for the equivalent level of performance thanks to the mechanical energy recovered (between three and five per cent)

Michel Barge (Peugeot Sport, Director): "This hybrid 908 HDi FAP is in perfect keeping with the overall mission of our endurance racing programme which covers not only the challenge of competing, of course, but also the fact that as a car manufacturer we can use motor sport as a research and development tool for the Peugeot brand as a whole. After innovating through the use of our HDi FAP technology in competition, running a hybrid car in endurance racing would give Peugeot a chance to gain extremely valuable experience that would benefit the development of production cars. Whether we use this technology or not in 2009 will obviously depend on the details of the new regulations published by the Automobile Club de l'Ouest."





## Shape-Shifting Peugeot 888 Concept Vehicle

26 August 2008

Here at the Impact Lab, we love concept vehicles - not because we somehow think they'll ever make it to market, but because we're impressed by the innovative thinking behind them. Take the Peugeot 888, which looks like a very slick two-seater - but much more when you dig a little deeper. It turns out this solar-electric super-car is capable of a unique feat of imaginative engineering: it can shrink!

The 888 is able to transition between two modes: suburban mode and city mode. While in the city, the vehicle is lifted by a hydraulic



tilting system which in turn decreases the length of its wheel axis. The car therefore becomes slightly taller, giving it improved visibility, and making it more maneuverable. As the vehicle leaves the city, the vehicle returns to its lower profile, giving it the speed and stability required for highway driving.

The vehicle is fully electric and features an independent electric motor

on each wheel. Lithium-ion batteries supply each motor with energy, and the car also generates its own power via the photovoltaic cells covering its trunk.

Courtesy of The Impact Lab

PEUGEOT 888

Osaka University | Saitohyama 31-0531 Chuo, NAGOYA | nakuripem@u-nagoya.ac.jp | model-471 9703331

NEWS

## Peugeot Association of Canberra

### Minutes of Meeting 8pm 26 August 2008

#### Canberra Services Club Manuka ACT

#### Persons Present

Brad Pillans (Chair)  
Colin Handley  
Ian Hughes  
Glen Bryden  
Ross Stephens  
Allan Lance  
Rick Phillips (Minutes)

#### Apologies

Neil Sperring  
Jan Turbayne  
Ian Brook

#### Previous minutes

The minutes of the previous meeting on 24 June 2008 were accepted.

#### Inwards correspondence

Advice has been received about insurance. It will be considered in relation to the club's insurance renewal which is due soon.

#### Web site

A motion was put (by email) by Neil Sperring, seconded Bill McNamee, that the PAC web site be hosted on a commercial basis at a cost of \$150 a year.

After some discussion, the motion was defeated in a show of hands.

A further motion was put by Brad Pillans, seconded Allan Lance, that action on the web site be deferred until the next meeting and subject to the outcome of a discussion with Simon Nix by Brad.

This motion was carried.

#### Suggestions to increase attendance at meetings

In an email dated 23 August 2008, Neil Sperring had proposed that the AGM for 2008 be held on a weekend at the usual venue as he believes attendances at meetings had been very poor. The meeting was not convinced that holding meetings on weekends would increase attendance. Brad noted that a number of families associated with the club had moved and this was affecting attendances. Rick commented that guest speakers at previous meetings had been well received but Brad noted that lack of attendance on those evenings had left the club embarrassed.

Rick also suggested that an earlier

start time may be appropriate and Brad suggested that meetings could start with dinner at the Services Club at 7pm. It was agreed that a trial with that arrangement would be run next month.

It was also suggested that Peter Rees could be invited to talk about his latest book.

#### Slide shows

Brad showed some photos from his recent trip to Norway and Colin Handley showed photos from his recent trip with a number of older Peugeots in outback Australia. (The photos reproduced in this month's RoaR... ed.)



Photo: Colin Handley



## **SOUTHERN HIGHLANDS ECONOMY RUN SUNDAY 12 OCTOBER 2008**

The Economy Run is being organised by the Southern Highlands Chapter of the Peugeot Car Club of NSW and is an invitation event to all members and friends of the Peugeot Association of Canberra & the Peugeot Car Club of NSW.

It will start from Allan Mackay Autos, 239 Argyle Street, Moss Vale, (projected starting time is 10am) and will return to that location after the competitors have travelled approximately 100 kilometres. The route will encompass the Southern Highlands and its environs on all bitumen roads of varying grades. In no way is this a competitive speed event but a day out involving scenic driving where you will know at the end of the event how economical your car is with other vehicles travelling the same terrain at normal touring speeds or less. There will be a lunch stop where, at the well regarded Canyonleigh General Store and Cafe, special arrangements have been made for our participants. You may purchase at reasonable prices: Lasagne, Chips & Salad \$10.00, Quiche, Chips & Salad \$9.00, Hot Roast Beef Roll \$4.00 as well as many other items such as coffee, local wine and produce.

Those coming from Sydney and the ACT will have ample time to return home at a reasonable hour.

**See form on next page.** Enquiries can be made to PAC Member Rob Turner on 4861 4154 (H), 0404 463489 (M) or [rjturner@optusnet.com.au](mailto:rjturner@optusnet.com.au)

## Peugeot Car Club of NSW Inc.– Southern Highlands Chapter

Registration for Economy Run Sunday 12 October 2008.

Drivers First Name	Driver's Last Name	Club	Email/ Phone Contact	Make	Model

I have read and understood the conditions of entry: Signed .....

Tear off here if posting or email as indicated below-----

**The event will start at 10:00 am from Allan Mackay Autos showrooms 239 Argyle Street Moss Vale.** Please park in the street outside the showrooms and advise an official of your arrival.

**Event Description:** This event is in no way a competitive speed event and the only competitive issue is to achieve good fuel economy while driving in a sensible and courteous way. All public traffic rules and restrictions will be observed.

**Conditions of Entry:** The event is open to members of the Peugeot Car Club of NSW, Peugeot Association Canberra, Citroën Car Club NSW. Entrants are required to abide by decisions and instructions relating to the Economy Run that are deemed necessary by the course director.

**FUEL:** It would be appreciated if entrants would ensure that a reasonable quantity of fuel is purchased from our fill up point. In essence do not arrive with a full tank. As we hope to use a Shell Coles Express fuel stop you may want to bring the 4 Cents off vouchers if you have them.

**Do not fill up until you are directed to do so.**

**Registration Submission:** If E-mailing Please forward the completed form as an attachment and e-mail to Rob Turner PCCNSW Southern Highlands Chapter : rjturner@optusnet.com.au

If posting by snail mail then address to :Mr Rob Turner - Pentlands Lot 3 The Avenue Burradoo NSW 2576

Wal Glading  
Directeur de Cours



# WORM WEEKEND – RAWSON

Friday November 14 to Sunday November 17

## *Celebrating the 60th Anniversary of the 203*

Rawson is situated in Gippsland about 50 kilometres north-east of Moe and a couple of hours from Melbourne. Rawson Village was used by the PCCV last year as the base for a winter weekend, and provided excellent accommodation and great food at a reasonable price. It was also a very relaxing place, with a large lounge area and open fire. Rooms have been booked for Friday, Saturday and Sunday nights, and you can choose to stay for some or all of these nights.

I have booked 12/15 motel rooms for Friday night, 20 motel rooms and 10 lodge rooms for Saturday night and 12/15 motel rooms on Sunday night.

### THIS IS THE PROGRAM:

**Friday night** – Dinner at the Stockyard about 500 metres from Rawson Village – good country meals in a rustic atmosphere. Pay when you order.

**Saturday morning** – 10.30 short drive to the Upper Thompson Dam.

**Lunch** – provide your own or can be purchased in Rawson or there is a packed lunch available from Rawson Village (\$12 per person)

**Saturday afternoon** – Drive up the new Rawson Baw Baw Road – only opened in early June this year. This is unsealed and some people may choose to take another direction.

**Saturday evening** – dinner, presentation of the Gordon Miller Award.

**Sunday morning** – Explore Waihalla. If you wish you can take a tour of the Long Tunnel Mine. I did this last year and it was very interesting. Let me know by email or phone if you would like to do this as bookings would have to be made.

The club has asked that everyone undertake their own bookings this year. There will not be a weekend entry fee.

Hank Verwoert – verwoert@netspace.net.au – Ph (03) 9783 2718

### WORM WEEKEND BOOKING FORM

To make bookings – Phone Rawson Village (03) 5165 3200.

Our contact person is Fiona – make sure you mention the Peugeot Car Club.

Friday night – motel only ..... Double \$94

Friday night – motel and breakfast\* ..... Double \$112

Saturday night – motel only ..... Double \$94

Saturday night – motel and breakfast\* ..... Double \$112

Saturday night - lodge only ..... Double \$76

Saturday night – lodge and breakfast\* ..... Double \$94

Saturday night – 3 course dinner ..... Double \$67

Sunday night – motel only ..... Double \$94

Sunday night – motel and breakfast\* ..... Double \$112

\*Breakfast comprises cereal, fruit juice, toast and spreads, tea/coffee and a hot selection.

Please ring Fiona for single occupancy costs

## Easter Pageant 2009

Following a most successful Pageant run by the PCCV in Leeton NSW, the PEUGEOT CLUB OF QUEENSLAND invites all club members to join them from 10th to 13th APRIL 2009 in STANTHORPE QLD.

To enable preplanning we invite expressions of interest from those who are considering attending in 2009.

The venue we have chosen is a very popular holiday destination at Easter and we have to ensure we prebook enough alternatives.

Stanthorpe is located in the Granite Belt of Qld on the New England Highway 37 Kms north of the NSW border and is a wine and fruit growing region.

There will be an overall Pageant cost (to be determined), however accommodation options will be bulk booked and the participants' responsibility.

The central location offers a wide variety of accommodation options and we ask that those even remotely interested mark their preferences and return the attached form to:

EASTER 2009  
 PEUGEOT CLUB QLD  
 PO BOX 404  
 EVERTON PARK 4053  
 QLD.

Or, alternately Email your details and preferences to [petcar@primus.com.au](mailto:petcar@primus.com.au)

Name \_\_\_\_\_ Adults \_\_\_\_\_ Children \_\_\_\_\_

Club \_\_\_\_\_ Phone \_\_\_\_\_ - \_\_\_\_\_

Email \_\_\_\_\_

### Accommodation Preferences.

- Motel Room \$120
- Deluxe Cabin \$140
- Self Contained Cabin \$120
- Caravan or Motor Home site, powered \$25
- Tent Site unpowered \$23
- Tent Site powered \$25

All prices are per day and are approximate only.  
 This is not a booking form or a commitment to attend.



Photo: Colin Handley